

SUBJECTS.

rules to make them more easily workable, he replied that the only proposal he had to bring forward was to *abolish* the ferry charges as a whole and not to amend the rules. In conclusion, he prayed that, if the Government could not remit the ferry charges altogether, some other cess or new method of taxation less oppressive might be devised to make up for the loss caused by the abandoning of the ferry charges, as that would fall only on the rich who could afford to pay and would set free the really poor from the burden.

The Member then presented a memorial signed by 60 Members of the Assembly containing the same prayer.

Dewan's reply.—Noted.

78. The need for more roads in the Thiruvalla taluk.

Mr. K. Govinda Pillai (Member, Thiruvalla taluk) said that cartable roads were practically non-existent in the eastern *pakuthies* of the Thiruvalla taluk and prayed that orders be issued for the early construction of the Poovanakadavu—Cherukolpuzha Road and the Kaviyur—Kozhencherry Road, which were already sanctioned by the Government. He next requested that a road from Gnaliyal in Kaviyur to the Manimala Range office through Poovanakadavu in Mallappalli or from Piramattathu market in Kallupara to Manimala be ordered to be constructed. He also said that the existing means of communication were the old foot-paths in the villages. The prevalence of danger from snake-bite rendered the periodical clearing of them essential for human protection. Encroachments on them were also common. He therefore requested that imperative orders be issued for preventing the encroachments and for making the clearing and main tenance of the paths obligatory on the owners of the adjoining compounds.

Dewan's reply.—Noted.

79. The need for improving the Murinjapuzha Canal.

Mr. P. Joseph Panapallil (Member, T. I. C., Alleppey) said that the Wadai Canal on the north and the Commercial Canal on the south were now connected by two cross canals, one at Chungam on the east and the other near the beach at the triple bridge on the west. Another cross canal at the middle was very desirable. All cargo boats plying between Alleppey and the northern taluks now used the Chungam cross canal with the result that there was congestion of boat traffic in that as well as in the Commercial Canal. A cross canal in the middle would have diverted a large portion of the traffic along the Wadai Canal. The proposed Murinjapuzha Canal was half way between Chungam and the triple bridge. The present canal required widening and deepening here and there for the passage of cargo boats. There was at present a bridge over the canal where it entered the Commercial Canal. A similar one would have to be constructed where it entered the Wadai Canal also. He said that a road also on either side of the canal would have to be laid out as was the case at the western crossing and as had been proposed at the Chungam crossing. The flow of water from or to the canal would also facilitate the washing away of silt etc., of the Commercial Canal. He therefore requested that early action might be taken in the matter.

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Dewan's reply.—The Chief Engineer has sent up an estimate for widening and deepening the Muriinjapuzha Canal, but the work will have to stand over till the Commercial and the West Junction Canals are improved. In regard to the bridge, it has already been taken in hand.

30. The construction of a satrom at Alleppey for the use of the Ealavas.

Mr. K. M. Krishnan (Member, Nominated) said that Alleppey was the greatest trading centre in the State and it attracted a large body of people in connection with trade and other matters of business. In the copra, coir and other industries, the Ealava community had a large share; but the members of the community who went to Alleppey had no convenient place to halt at present. There was a satrom at Alleppey, in which one block was used by the Brahmins, one block by other caste Hindus, and the remaining block for the Munsiff's Court.

In reply to the Dewan's query whether there was any objection to throw open one block in the satrom for the use of the Christians, Mahomedans and Ealavas, *Mr. Joseph Panapallil* (Member, T. I. C., Alleppey) said that even the Christians were not now allowed access into the satrom and that neither he nor his community could have any objection to throwing open one block for the communities mentioned.

Dewan's reply.—The satrom at Alleppey is now maintained by the local Town Improvement Committee. The President has reported that it is situated in a place accessible to all classes and religions. It should be possible to reserve one block for the Brahmins and other caste Hindus and the other for the use of the Christians, Mahomedans and Ealavas. The Dewan Peishkar will be asked to arrange like that.

31. The early construction of the road from Kalayapuram to Kunnikode.

Mr. Padmanabhan Parameswaren (Member, Pathanapuram taluk) said that a road was sanctioned four or five years ago from Kunnikode to Kalayapuram and an estimate for the same prepared, but the work was not yet begun. He understood that there was a proposal to open a new road from Kunnikode to Parakode through Pattazhi and that the construction of the former was suspended, giving preference to the latter. The Member submitted that the former was more useful to the people and less expensive to the Government. If a line to Parakode was wanted, one could be cut over a distance of a mile at a nominal cost from Thamarakode, and from Parakode to Pattazhi, it was only one mile of road. The cost of the two lines proposed would be nothing when compared to the heavy expenditure involved in cutting a five mile road through the Pattazhi forests. Of all the roads sanctioned for the taluk, the one from Kunnikode to Kalayapuram was the most important and he prayed that it should not be abandoned.

Dewan's reply.—I have gone over the road mentioned by the Member and I am not satisfied that the road is quite necessary. For the first two miles after leaving Avaneeswaram, the road goes far too near the Railway line and for the last mile it is far too near the Main Central Road. If a road were cut straight on from the Avaneeswaram station to Adur via Pattazhi, it will tap a fertile tract of country in the taluk and bring under cultivation the large areas of unoccu-